RG104 E-1 Box 147

JOHN A. WILSON,
Civil Engineer.
JOS. M. WILSON,
Civil Engineer & Archt
FRED. G. THORN,
Architect.
HENRY W. WILSON,
Civil Engineer.
CHARLES G. DARRACH,
Civil & Hydraulic Engineer.
HENRY A. MACOMB,
Architect.

Wilson Brothers & Co.

Civil Engineers and Architects.

No. 435 Chestnut St.
Philadelphia, Pa.

Aug. 18th. 1887

Hon. Daniel M. Fox

Supt. United States Mint

Dear Sir:

Continuing our letter sent to you last evening, we would say that the estimated amount of money due McCaul, $19,900.00, is as close as we can figure it, until the entire work has been finished. It will not be less than this amount and may be something more. You will remember that the original figure was about $21,000.00, which contemplated finishing the engine and boiler rooms with hard brick plastered. In accordance with your instructions we omitted a portion of the ash vault and the vault lights in the floor of the North portico, utilizing the money saved in putting in enameled brick work in the engine and boiler rooms. Various contingencies have arisen and sundry alterations made, the absolute value of which will be determined on the final estimate.

In regard to the change in the shafting modifying it so as to drive the coining room with belts, pulleys etc. instead of the beveled gear as originally specified in the contract, although we sent you a

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Hon. Danl. M. Fox-2-

plan of the proposed alteration, we neglected to say in words that this alteration will occupy something over 3 feet in width of that portion of the East passage way from the North passage to the room formerly occupied by the coining room engine. The occupation of this space was entirely avoided in the original design, which we understood was what you desired. Besides the occupation of this space mentioned, the cost of such a method of driving is very much more expensive than the beveled gear originally specified.

Very Respectfully,

Wilson Bros & Co

NARA RG104, Entry 1, Box 147

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